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COUNTRY	East Germany	SECURITY INFORMATION	
TOPIC	Cottbus Airfield	REPORT NO.	
EVALUATION	see below	PLACE OBTAINED	
DATE OF CONTENT	18 April to 18 May 1953		25X1A
DATE OBTAINED		25X1A	DATE PREPARED 15 June 1953
REFERENCES		25X1A	
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

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- On 18 April 1953, there was air activity at Cottbus airfield including aerobatics by Yak-11s and flying in elements of two with the change of position. On 20 April, aerobatics and formation flights were made in fair weather. The same practice flights were observed between 21 and 24 April. On 26 April, there was no air activity. On 27 April, local flights were made by MiG-15s which had been observed at the field for the first time on 24 April. On 27 April, about 50 MiG-15s were parked in front of the hangars. According to an informant, about 100 MiG-15s were stationed at the field.
 - On 1 May, the May-day rally in Cottbus was attended by VPL of which the first group consisted of 200 men marching in lines of eight with an officer at the right wing of every third line. The last group which also numbered 200 men consisted of very young soldiers who apparently belonged to the VP for a short period.
 - The following air activity was observed at the field between 4 and 11 May 1953:

4 May. Between 11 a.m. and 11:30 a.m., single-engine planes with blue propeller hubs took off and made flights of about 10 minutes. After the landing, the pilots were exchanged. Two radio trucks, 3 trucks, 1 fire truck, and 1 van-like vehicle were observed near the runway. About 50 swept-back jet fighters and 1 twin-engine plane were parked in front of the hangars.

5 May. At 12:35 p.m., a twin-engine plane came down for landing but, about 30 meters over the runway, climbed again and made another local flight over the field. It finally landed after the third approach flight. There was a closed ceiling at a low altitude and drizzle.

6 May. About noon, no air activity was observed. There was dull weather and light rain. About 50 swept-back jet fighters, 22 fighters and 1 twin-engine plane were parked in front of the hangars.

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7 May. Four swept-back jet fighters were parked north of the west end of the runway. Between 11 a.m. and 12:30 p.m., aerobatics were made and were discontinued because of heavy rain. They were resumed after 3 p.m.

8 May. At 10:30 a.m., 5 swept-back jet fighters, [redacted]

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[redacted] were parked at the west end of the runway. Two radio trucks, 3 trucks, 1 ambulance and 1 van-like truck were observed near the planes. Between 10:30 a.m. and 11:15 a.m., the planes took off at irregular intervals, climbed rapidly to an altitude of 3,000 to 5,000 meters and made curvilinear flights. Subsequently, the planes landed on the runway, taxied for about 1,000 meters and took off again without returning to the take-off point. The subsequent landing was made with extended landing brake. After each landing, the aircraft were being refueled.

9 and 10 May. Between 11 a.m. and noon, individual jet planes were observed over the town while the sky was overcast.

11 May. Between 2:30 p.m. and 3 p.m., seven Yak planes with yellow propeller hubs and 2 swept-back jet fighters [redacted] were parked near the runway. Individual flights were made by Yak planes and take-offs and landings were practiced by jet planes.

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4. In early May, about 140 aircraft crates were stored near the loading ramp of the Spreewaldbahn in the northeastern corner of the field. About 100 of them were slightly darker than the remaining 40. The crates which had been observed arriving in April had the same appearance and were made of raw wood and re-inforced with squared timber about 10 x 10 cm. Each crate which had a small attachment had about the length of a gondola car and the height of a boxcar. [redacted]

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5. On 18 May, 86 MiG-15s and 6 type-29 planes were stationed at the field. The latter aircraft continuously made local flights. Night flying was practiced by a Li-2 plane.

Comment. The information on the number of jet planes and the number of aircraft crates observed at the field confirms the previous statements that a total of about 100 jet fighters arrived at Cottbus airfield. [redacted]

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Therefore it is believed that the VP pilots receive initial flight training on some old MiG-15s. Therefore it is assumed that the VP pilots who have progressed in training on Yak-11 and Yak-18 planes started retraining on MiG-15s. The information that the aircraft immediately took off after the landing without taxiing back to the take-off point proves that the German pilots of these planes were given the first flight training by Russian instructors.

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